

STATE OF VERMONT
 AGENCY OF TRANSPORTATION

Dated FEB 17 1984
Cooley Asphalt Paving
 Contractor
Wilfred C. Leonard
 Signature
President
 Transportation Secretary's Signature



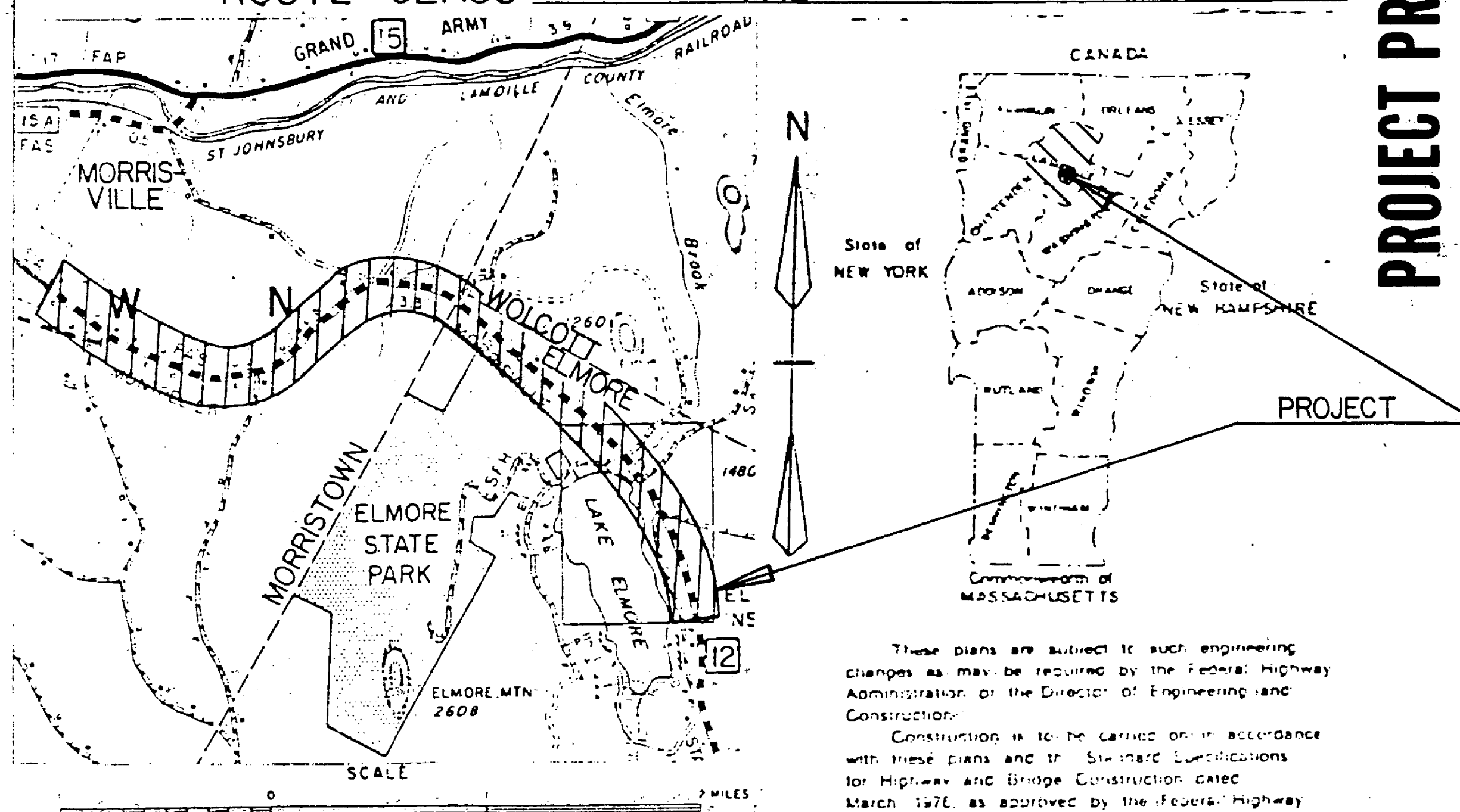
CONTRACT PLANS
 THESE PLANS DO NOT REFLECT
 CHANGES MADE ON THE PROJECT.

PROPOSED IMPROVEMENT

RESURFACING PROJECT

TOWN OF: ELMORE & MORRISTOWN
 COUNTY OF: LAMOILLE
 ROUTE NO: VT. 12
 ROUTE CLASS: FAS

PROJECT PROCESSED UNDER
 SECONDARY ROAD PLAN



These plans are subject to such engineering changes as may be required by the Federal Highway Administration or the Director of Engineering and Construction.
 Construction is to be carried out in accordance with these plans and the Standard Specifications for Highway and Bridge Construction dated March 1976, as approved by the Federal Highway Administration on October 27, 1976 for use on this project including all subsequent revisions and such revised specifications and special provisions as are incorporated in these plans.

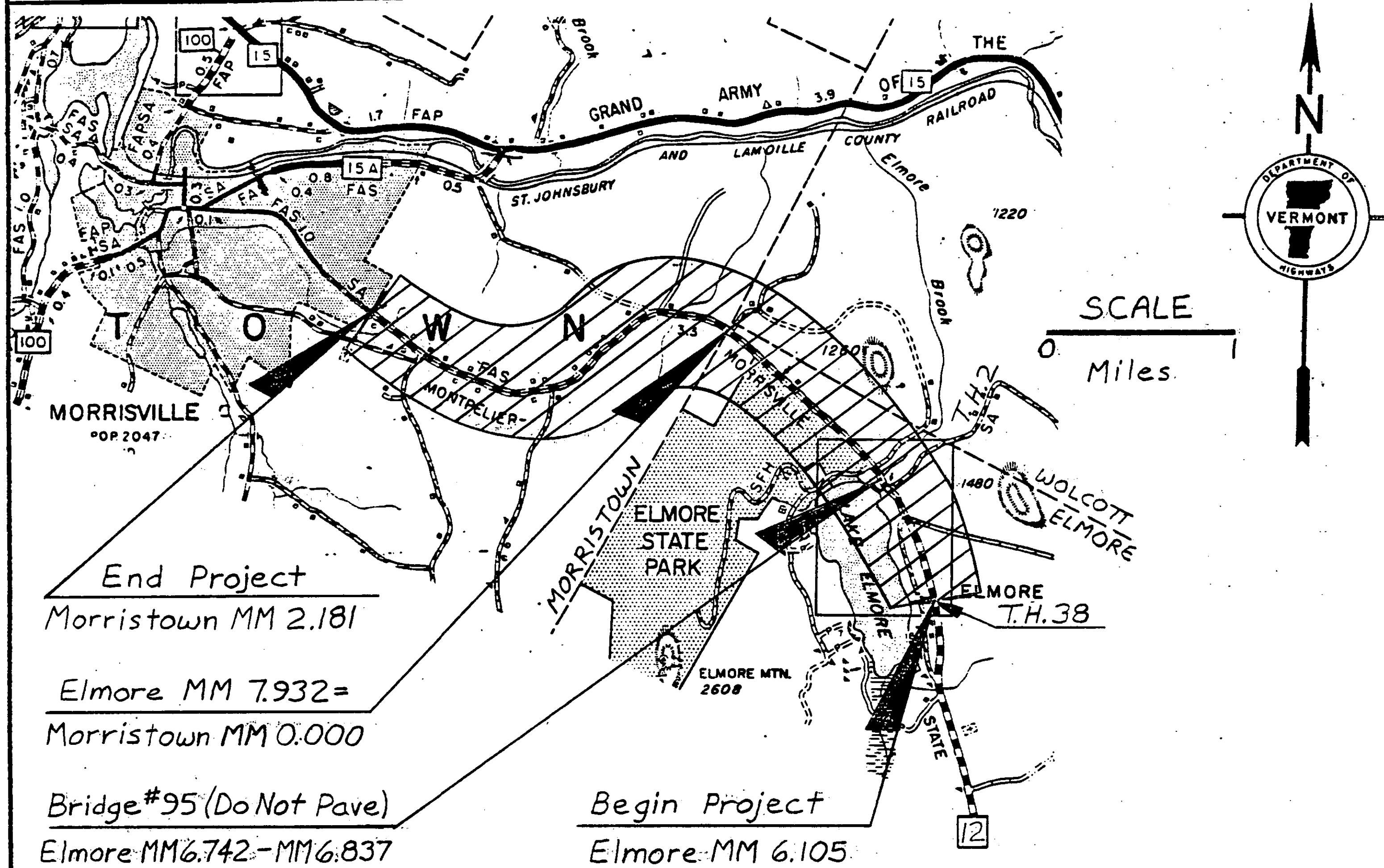
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SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD
 APPROVED S. J. Gage P.E. DATE FEB 17 1984
 DIRECTOR OF ENGINEERING AND CONSTRUCTION
 DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 APPROVED _____ DATE _____
 DIVISION ADMINISTRATOR

PROJECT NO. RS 0241(15)
 SHEET 1 OF 13 SHEETS

PROJECT DESCRIPTION AND LOCATION



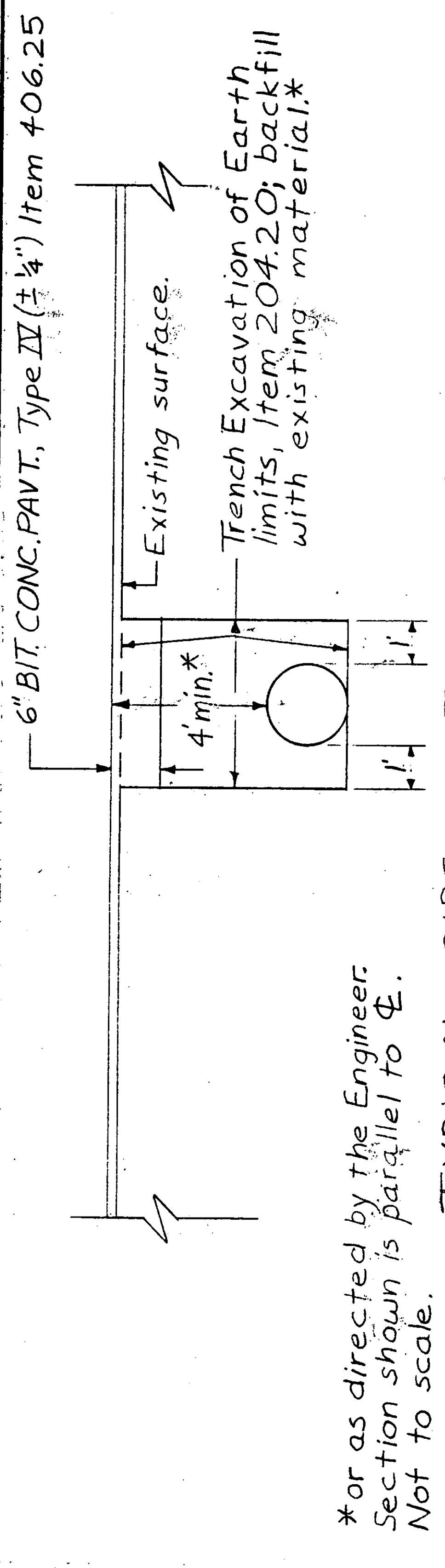
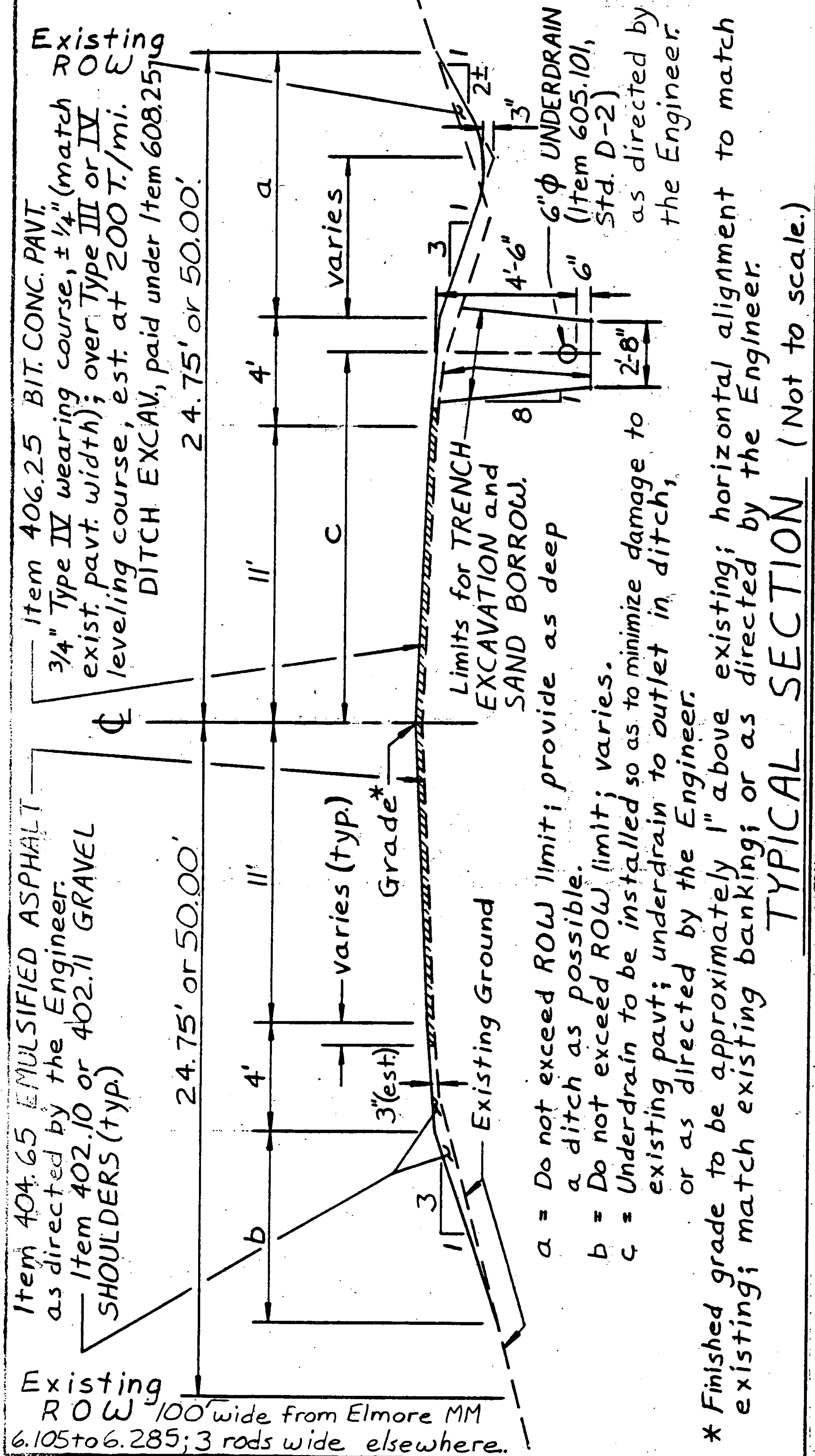
PROJECT LOCATION: Beginning in the Town of Elmore at MM 6.105, the intersection with T.H. 38, and extending northerly 4.008 miles to MM 2.181 in the Town of Morrystown, the Morrisville Village Line.

PROJECT LENGTH: 4.008 miles (21,163 ft.)

PROJECT DESCRIPTION: Overlay pavement through project, culvert replacement, ditching, install underdrain, provide some new base and subbase material; in areas indicated on the plans or as directed by the Engineer.

TRAFFIC DATA: 1983 ADT = 810 East of T.H. 2 (Elmore)
 1550 West of T.H. 2 (Elmore)
 V = 50 MPH

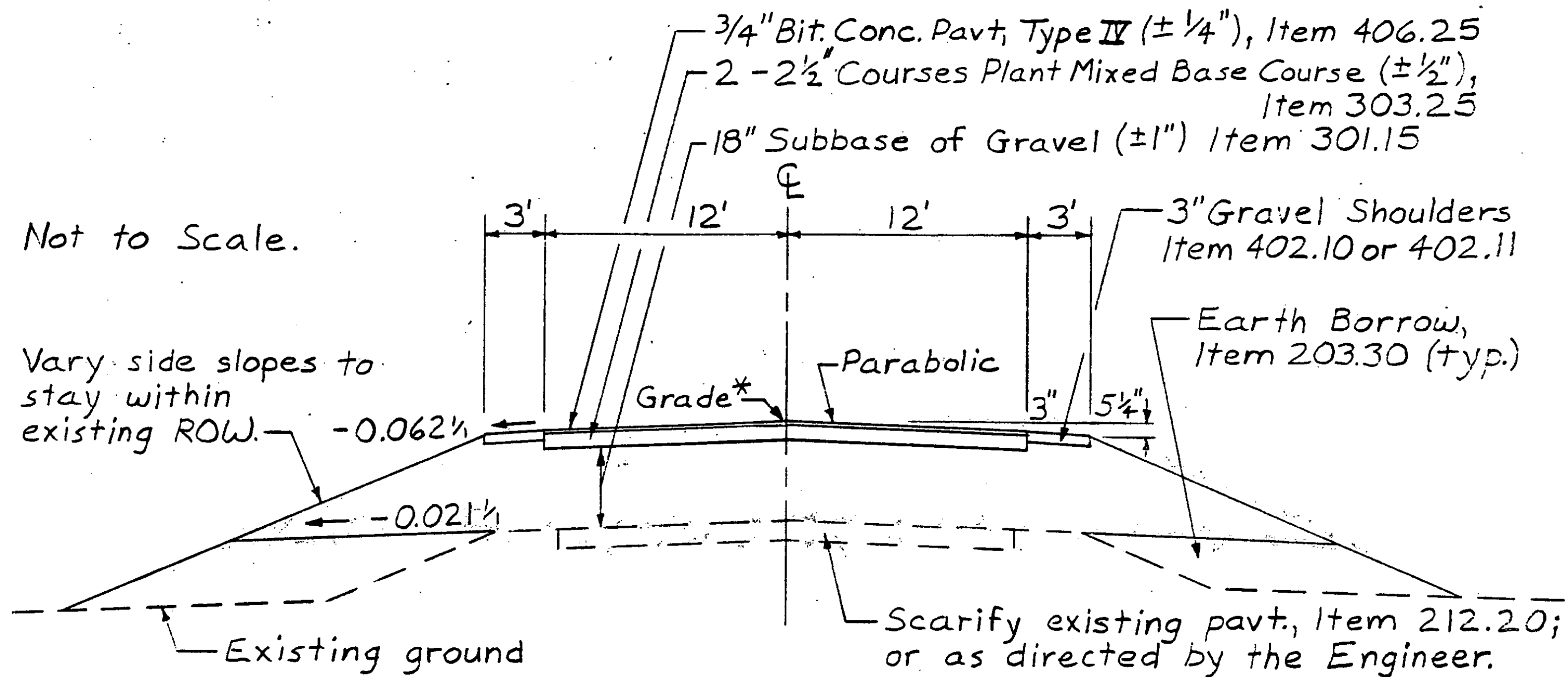
TYPICAL SECTIONS & DESIGN DATA



NO. RS 024 - 1 (15)
SHEET 3 OF 13 SHEETS

PROJECT ELMORE - MORRISTOWN

TYPICAL SECTIONS & DESIGN DATA.



* Raise grade through this area 24" \pm (grade to be established by Engineer in field.) Construct satisfactory grade transitions at beginning and end, as directed by the Engineer. Horizontal alignment to match existing.

Typical for MM 7.25 - MM 7.55 (Elmore)

Seed, Item 651.10 to be applied as directed by the Engineer

%	Lbs./Ac.	Name	Pur. %	Germ %
3.33	2	Crown Vetch	97	75
50.00	30	Creeping Red Fescue	98	85
8.33	5	Timothy	99	85
16.67	10	Perennial Rye Grass (Var. Pennfine)	95	85
8.34	5	Alfalfa (Var. Saranac)	99	85
8.33	5	Birdsfoot Trefoil (Var. Empire)	98	85
5.00	3	Highland Bent Grass	92	85
100.00	60			

The seed mixture shall not have a weed content exceeding 0.40% by weight and shall be free of all noxious weed seed.

Fertilizer, Item 651.15, formula 10-20-10 to be used with seed, Item 651.10 applied at the rate of 500 Lbs./Ac.

Agricultural Limestone, Item 651.20, to be applied at the rate of 2 Tons/Ac. or as directed by the Engineer.

Hay Mulch, Item 651.25, to be placed on earth slopes at the rate of 2 Tons/Ac.

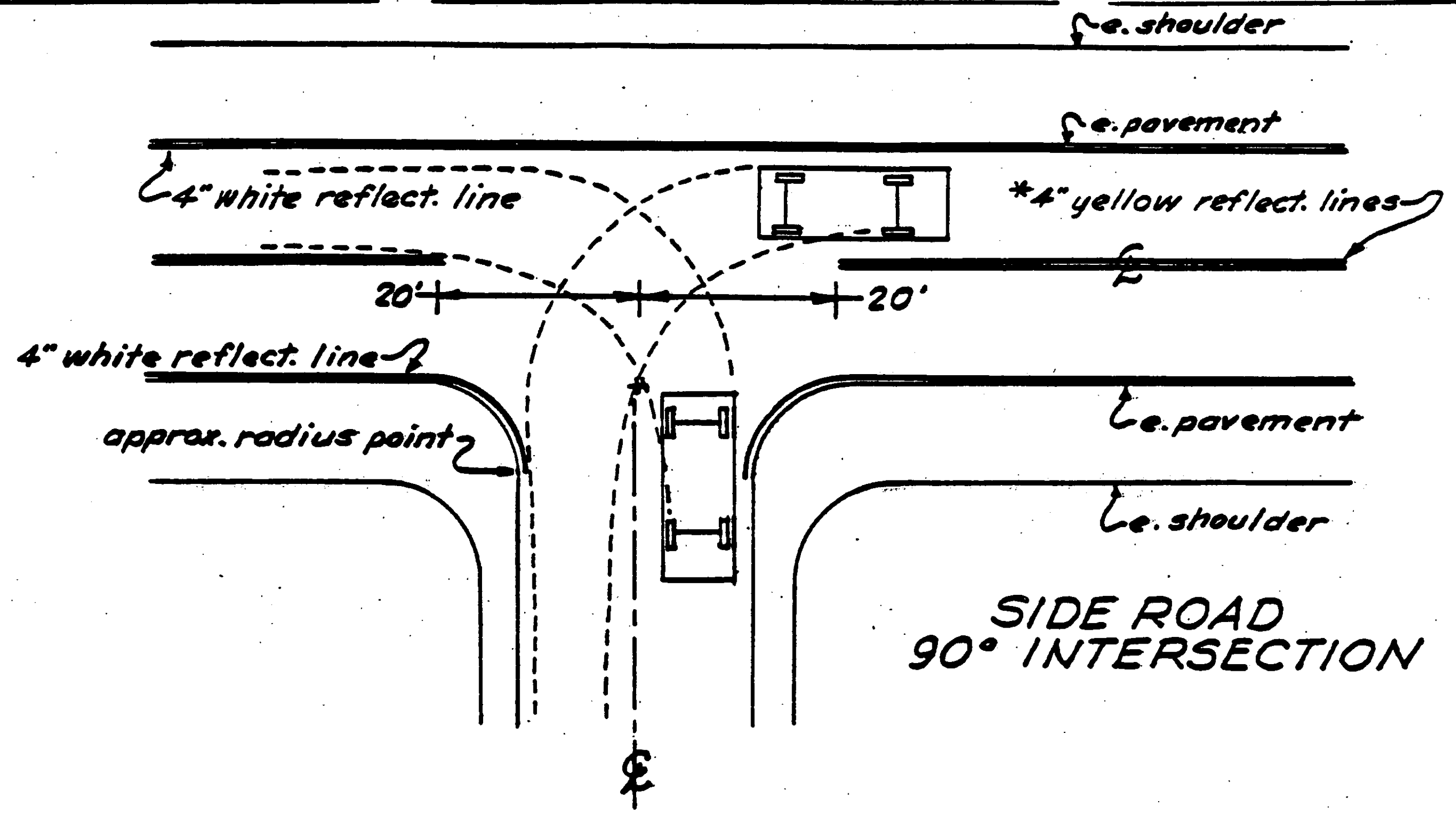
Topsoil, Item 653.10, to be used with seed, Item 651.10 in residential areas, as directed by the Engineer.

Note: Excess material to be used to flatten slopes and eliminate Guard Rail as directed by the Engineer.

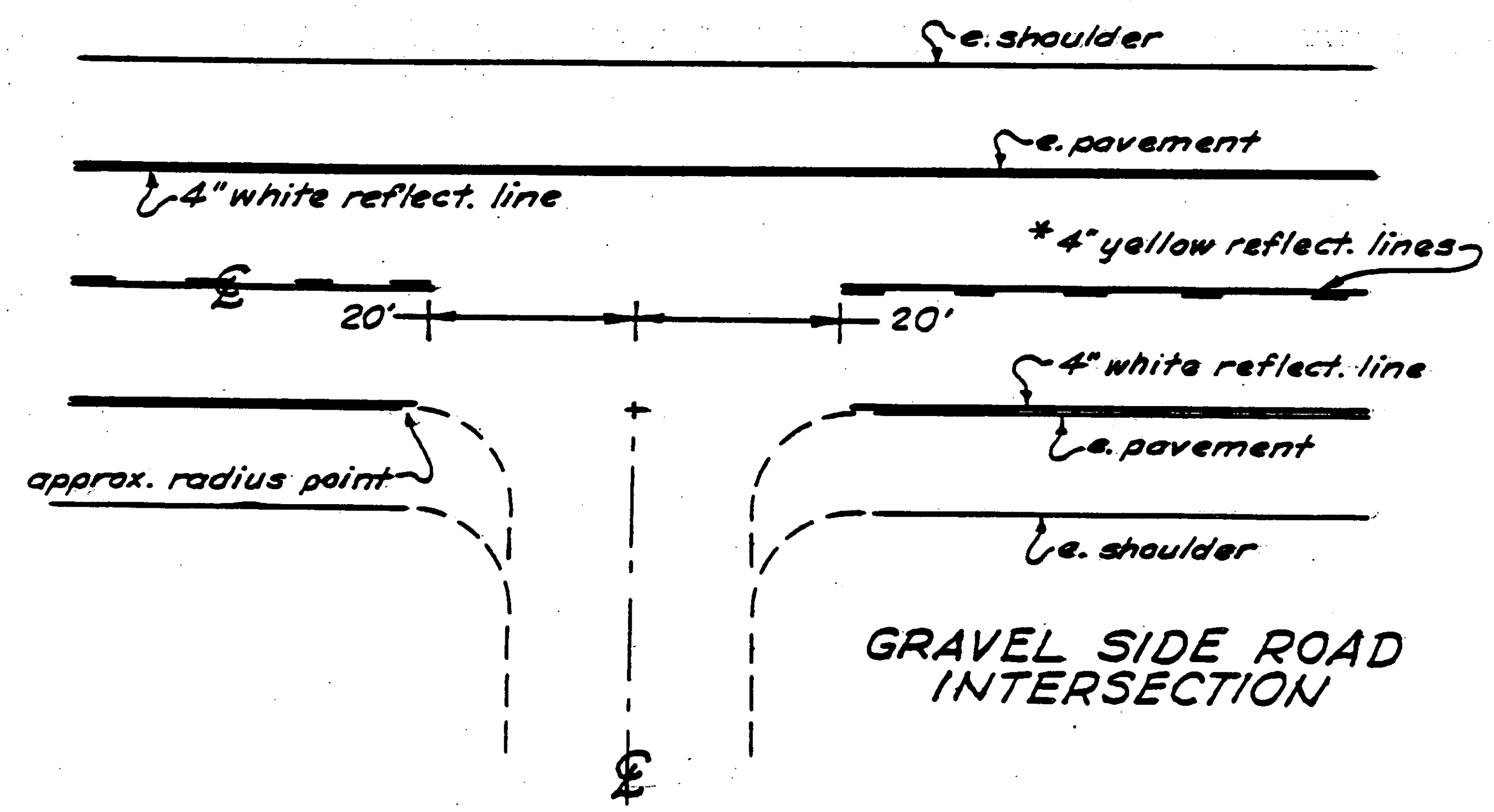
NO. RS 0241 (15)

PROJECT ELMORE - MORRISTOWN

SHEET 4 OF 13 SHEETS



* Centerline treatment shall consist of a minimum of 400 feet of solid line in advance of the intersection and shall be paired with either a solid or dashed line depending on sight distance availability in the opposing lane.



GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
IN CONSTRUCTION ZONES ON FEDERAL-AID PROJECTS

- A. CENTERLINE AND GORE AREA MARKINGS SHALL BE APPLIED AT THE END OF EACH WORKING DAY. THE FOLLOWING LAYOUT REQUIREMENTS SHALL BE MET:

NO PASSING BARRIER

SOLID STRIPES.

DASHED LINE

10-FOOT SOLID LINE WITH 30-FOOT GAP.

SOLID LINE - (GORE AREAS TO INCLUDE CHANNELIZING LINE AND DASHED LINE)

PER STANDARD SHEET E-50.

EDGE LINES

WHERE SPECIFIED EDGE LINES ARE NOT REQUIRED UNTIL COMPLETION OF THE PROJECT. ON INTERSTATE PROJECTS, TEMPORARY EDGE LINES SHOULD BE APPLIED WHERE TRAFFIC VOLUMES AND SPEEDS ARE HIGH AND DELAY OF SEVERAL DAYS IS ANTICIPATED.

- B. TEMPORARY MARKINGS MAY CONSIST OF PAINT, TAPE OR RAISED PAVEMENT MARKERS (RPM'S). THE TAPE SHALL BE A RETRO-REFLECTIVE FILM ON A CONFORMABLE METALIC BACKING THAT CAN BE PAVED OVER. TAPE MAY BE USED ON THE FINAL SURFACE COURSE IF IT WILL NOT INTERFERE WITH THE FINAL MARKING APPLICATION. THE RPM'S SHALL HAVE A SELF-ADHESIVE BACKING EASILY REMOVED BEFORE PAVING AND SHALL CONFORM TO THE FOLLOWING LAYOUT PATTERN: TEMPORARY TAPE MARKINGS WILL BE OFFSET AND REMOVED WHEN PROJECT IS FINISHED AND FINAL CENTERLINE PAINTED.

NO PASSING BARRIER

NO RPM'S ALLOWED.

DASHED LINE

FOUR RETRO-REFLECTIVE RPM'S ON 3 1/2 FOOT CENTERS WITH A 30 FOOT GAP.

SOLID LINE - EDGE LINES

INTERSTATE MEDIAN SIDE-RETRO-REFLECTIVE RPM'S ON 4 TO 5 FOOT CENTER. DRIVERS RIGHT SIDE-RPM'S NOT ALLOWED.

- C. WHEN PAINT IS USED FOR TEMPORARY MARKING, AN ALTERNATE MATERIAL SUCH AS TAPE OR RPM'S SHALL BE ON HAND IN THE EVENT RAIN PREVENTS THE PAINT APPLICATION FROM BEING COMPLETED. ALL PAINT SHALL BE REFLECTORIZED.
- D. PAYMENT FOR PAINT AND TAPE SHALL BE COMPUTED ON A LINEAR FOOT BASIS AS IF PAINT WAS USED. PAYMENT FOR THE RPM'S SHALL BE COMPUTED AS IF AN EQUIVALENT PAINT LINE WAS USED. (FOR EXAMPLE, DASHED LINE PAID AS 10 FEET OF PAINT, SOLID LINE PAID AS THE TOTAL DISTANCE COVERED WITH THE MARKERS).
- E. PRIOR TO ACCEPTANCE, THE FINAL PAVEMENT MARKINGS SHALL BE COMPLETED FOR THE ENTIRE PROJECT BY THE CONTRACTOR AS DETAILED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER

REVISED
12/22/83

Sheet 6 of 13

TEMPORARY 4" REFLECTORIZED YELLOW LINE

ED 312

Morristown 1/1 Elmore

MILE	MILE	LT	RT	Quan. Lt.	Quan. R.	Quan Rt.	Total L.F.
6.105	6.18	Solid	Solid	396		396	792
6.18	6.30	Solid	Dash	634		158	792
6.30	6.37	Solid	Solid	370		370	740
6.37	6.49	Dash	Solid	158		634	792
6.49	7.22	Solid	Solid	3854		3854	7708
7.22	7.37	Solid	Dash	792		198	990
7.37	7.44	Dash	Dash		92		92
7.44	7.63	Dash	Solid	251		1003	1254
7.63	7.932	Solid	Solid	1595		1595	3190
0.000	0.09	Solid	Solid	475		475	950
0.09	0.22	Solid	Dash	686		172	858
0.22	0.24	Solid	Solid	106		106	212
0.24	0.38	Dash	Solid	185		739	924
0.38	0.67	Solid	Solid	1531		1531	3062
0.67	0.80	Solid	Dash	686		172	858
0.80	0.82	Solid	Solid	106		106	212
0.82	0.94	Dash	Solid	158		634	792
0.94	2.181	Solid	Solid	6552		6552	13104

18535 92 18627 37322

Assume 70% Lost During Leveling

.70 x 37322 = 26125 + 26125

14 Town Roads @ 40' each opening

14 x 40' x 2 = 1120 - 1120

62327

Rounding + 73

62400 L.F.

Although not indicated on this sheet, the $\$$ shall be broken at all intersecting town highways as shown on the plan detail sheet. The Resident Engineer shall verify the accuracy of pavement markings in the field in accordance with the "Guideline on Marking of Centerlines"

Temporary 4" ReflectORIZED White Line

6.105 7.932 1827 42,325

0.000 2.181 2,181 + 73

42,400 L.F.

Edge lines shall be broken at side roads in accordance with the plan detail sheet showing intersection markings.

